

Giant British Steamship Is Torpedoed, but Keeps Afloat

FINAL
EDITION

The

Evening

World.

FINAL
EDITION

PRICE ONE CENT.

Copyright, 1915, by The News Publishing Co. (The New York World).

NEW YORK, MONDAY, APRIL 12, 1915.

16 PAGES

PRICE ONE CENT.

BIG GERMAN RAIDER RACED ALL NIGHT; JUST ESCAPED FROM BRITISH CRUISERS

BIGGEST VICTIM OF GERMAN SUBMARINE KEEPS AFLOAT AFTER TORPEDO HITS HER

Wayfarer, Struck off Scilly Islands, Now on Way to Queenstown.

WAS FROM GALVESTON.

No Casualties on Board, According to Brief Reports to Owners.

LONDON, April 12.—The Harrison Line steamer Wayfarer has been torpedoed by a German submarine, according to a message received in London by a news agency. Details of the incident are lacking.

Another message from Liverpool says the Wayfarer has not gone down, but that she is making for Queenstown in tow. The vessel was torpedoed off the Scilly Islands, according to this report.

The owners of the Wayfarer confirm the statement that she has been struck by a torpedo and is being towed into Queenstown. They are not aware of any casualties on board.

The Wayfarer is the largest British merchantman to fall victim to a German submarine.

The Wayfarer was 595 feet long and registered 6,232 tons. She was built in Belfast in 1903 and was owned in Liverpool. She left Galveston Jan. 27 for Liverpool, where she arrived Feb. 17.

GALVESTON, Tex., April 12.—Agents of the Harrison Line in Galveston say that the Wayfarer was requisitioned by the British Government on March 15. She was to have sailed for Galveston for another cargo of cotton. The Wayfarer had been in the Liverpool-Galveston trade almost continuously for more than ten years.

FIRING IN NORTH SEA GIVES RISE TO REPORTS OF GERMAN SHIPS' DASH

LONDON, April 12 (United Press).—Reports that a German squadron has escaped the British blockade and has been engaged by British warships off the coast of Norway, south of Bergen, were received here to-day from a number of Scandinavian ports. The Admiralty flatly refused comment.

A despatch from Hull this afternoon said that residents of Bridlington, twenty-two miles from Hull, reported hearing heavy cannonading coming from the direction of the North Sea late Saturday night. Other North Sea villages were filled with rumors of a naval engagement, according to the Hull correspondent.

Captains of Scandinavian vessels arriving at Copenhagen reported sighting German warships in the northern part of the North Sea, at least 450 miles from Helligoland, on Wednesday and Thursday.

Several skippers were positive there were fifteen warships in the German fleet. Others guessed the number at twenty-five. A Norwegian steamer from Bergen reported she met a British cruiser south of Bergen while proceeding to Copenhagen, and was warned to hug the coast for the remainder of her journey.

Norwegian newspapers printed at Bergen carried rumors today of a naval battle off Sørøya Island, on the Norwegian coast, on Wednesday night. At about 11 o'clock, according to reports published at Bergen,

AMERICANS AMONG MANY SAVED FROM WRECKED STEAMER

Mrs. F. B. Harrison, Wife of Philippines Governor, Taken From Big Liner Minnesota.

CHILDREN WITH HER.

S. O. S. Brings Speedy Aid to Pacific Ship After She Strikes Rock in Japanese Waters.

KOBE, Japan, April 12.—The American steamer Minnesota, plying between Japanese ports and Seattle, struck a rock at 9:30 o'clock last night off Iwajima, near the southwestern entrance to the inland sea. In a wireless message Capt. Garlick has asked for a salvage steamer. He says that all of the passengers aboard and the crew are safe.

A Japanese newspaper has received a dispatch from Manila saying that Mrs. Francis B. Harrison, wife of the Governor-General of the Philippines Islands, with two children, was on board the Minnesota at the time of the accident. Mrs. Harrison was accompanied by Capt. Archibald F. Comiskey, Military Aide to Gov. Harrison.

George W. Guthrie, the American Ambassador to Japan, has cabled all the available details of the accident to Gov. Harrison at Manila, in the belief that Mrs. Harrison was on board the Minnesota.

According to a newspaper despatch published here there were 135 first class passengers, mostly Americans, on board the Minnesota, together with 22 second and 44 third class passengers. The crew of the steamer numbered 277 men. Twenty-nine of the first class passengers were bound for Japan.

Wireless telegraphy was employed by the Minnesota in calling for help. A steamer, believed to be the Onaka, from Seattle, responded promptly, and took off the passengers and mail and conveyed them to Shimoda.

The passengers had just finished dinner when the crash came.

It appears that the Minnesota mistook her course during a storm, the thick weather preventing her pilot from sighting the lighthouse. The point where she went ashore is the most dangerous in the inland sea. It is south of Yamaguchi prefecture.

The impact ripped a hole one hundred and twenty feet long in the forward part of the steamer. The captain at once ordered the closing of the watertight compartments to stem the inflow. At the same time wireless signals for help were sent out. The Japanese cruiser Yatsuno heard the calls and speeded to the rescue. She arrived on the scene and found the entire crew of the Minnesota working desperately at the pumps, while the passengers were being put aboard a steamer standing by.

The World Travel Bureau, 100 Broadway, New York, has been ordered to a prize court. She was taken into Kirkwall April 7.

NEWSPAPERS GREAT ON SIDE OF RIGHT, SAYS BILLY SUNDAY

Evangelist Visits New York and Makes Speech at the Press Club.

ALSO SEES THE MAYOR.

Shocked When He Learns That Mr. Mitchell Is a Tango Expert.

Billy Sunday spoke for three-quarters of an hour this afternoon in the auditorium of the New York Press Club. His subject was "The Newspaper and Its Influence for Good or Evil."

With Billy came Mrs. Billy, B. D. Ackley, his pianist and hymn writer, and Homer A. Rodheaver, otherwise "Rodey," his musical director and trombonist. "Rodey" had his slip-horn with him. There was a great crowd to greet Sunday.

Newspapers, declared Sunday, were the greatest forces on the side of right, but as dangerous as a prairie fire when arrayed with evil.

"I've never known an editor to be bought, although I've known of many attempts to buy them," he said. "The liquor interests in a certain community offered the editor of a paper \$5,000 for the use of his editorial page and he told them to go to Hell."

"My friend Henry Allen of the Wichita, Kan., Beacon, started in to fight the evils of his city and the merchants came to him and told him he was doing the wrong thing, and that they couldn't advertise with him if he persisted in his attacks upon certain things he believed to be wrong. When the delegation was in his office he wrote for them on a piece of paper 'We the undersigned have refused to advertise in the Beacon so long as it attacks the evils of Wichita.' He asked them to sign it and told them he'd give them twenty-four hours to make up their minds. And did he win out? Indeed he did, and to-day I'll back Wichita against any city in the country for decency."

Billy said it was his belief that if the newspapers of New York, Chicago and Boston combined in a "clean-up" movement all the gangs and thugs and thieves and dishonest politicians would "beat it."

So far as preachers are concerned, Billy said: "The time has come when a preacher has got to be more than a walking theological museum, owning Greek diphthongs and with an alphabetical list to his name."

"If every newspaper in the country was suppressed crime would increase."

(Continued on Second Page.)

TWO AMERICAN SHIPS SEIZED BY THE BRITISH; OWNERS ASK RELEASE.

LONDON, April 12.—The owners of the American steamers Navajo and Joseph W. Fordney, both under detention at the present time by the British marine authorities at Kirkwall, have appealed to the American Embassy here to procure their release.

The Navajo, from Galveston to Bremen, has on board a cargo of cotton. She has been ordered to a prize court. She was taken into Kirkwall April 7.

The Joseph W. Fordney left New York March 29 for Sweden. She was taken into Kirkwall April 5.

Billy and Ma Sunday Visiting the Mayor Before Evangelist Spoke at the Press Club



TERRE HAUTE'S MAYOR WITH 115 OTHERS SENTENCED

Donn Roberts, Convicted of Election Frauds, Given Six Years' Term and \$2,000 Fine.

INDIANAPOLIS, April 12.—Mayor Donn M. Roberts, one of the twenty-seven men convicted by a jury in the Federal Court for participation in the conspiracy to defraud the Government in the election in Terre Haute on Nov. 3, was sentenced by Judge Anderson to-day to six years in Leavenworth Prison and to pay a fine of \$2,000.

In all, 115 men, 80 of whom had pleaded guilty, were to be sentenced. Eli H. Rodman, elected Judge of the Circuit Court of Vigo County by ten votes, and Sheriff Dennis Shea were sentenced to five years in the penitentiary and fined \$1,000 each.

Harry S. Montgomery, President of the Board of Public Works; Thomas C. Smith, City Judge; George Ehrenhardt, member of Board of Public Works, and Edward H. Driscoll, Secretary of the Vigo County Democratic Central Committee, were sentenced to three years each in the penitentiary and fined \$500.

Lewis Sunkin, Assistant City Engineer; Elmer E. Talbot, former City Controller; Hilton Rodman, son of Eli H. Rodman; John E. Green, proprietor of a second-hand store; and William S. Crockett, an employee at City Cemetery, were sentenced to two years in prison and fined \$100 each.

Varying sentences were imposed on officials of lesser degree, and the others involved.

George Woodall, William F. O'Donnell, George Evans, John C. Clark, Sylvester Jordan, George Reese, Clarence Stark, Frank Riser, Simon Ringling, all saloon keepers, and Fred Morrison, an employee of the Knoxville Department of Terre Haute, were sentenced to six months in the Marion County Jail and fined \$10.

INTERBOROUGH MUST PAY \$500,000 TAX TO STATE

Railroad Company Loses Action Taken to the United States Supreme Court.

WASHINGTON, April 12.—The Interborough Rapid Transit Company of New York to-day lost its suit in the Supreme Court to escape payment of \$500,000 in franchise taxes to the State.

The Interborough company alleged that the taxes were illegal. It claimed exemption of capital and earnings of the subway, although conceding liability on its elevated lines.

AVIATOR PEOLI KILLED MAKING VERTICAL DIVE

South American Who Made Flight Over Andes Meets Death in Machine of Own Make.

WASHINGTON, April 12.—Coeli Malcolm Peoli, a South American, and the first aviator to fly over the Andes Mountains, was killed at the United States Army Aviation Field at College Park, Md., near here, to-day while making a vertical dive in a machine of his own invention.

Peoli's machine fell from a height of 400 feet. When observers reached the wrecked aeroplane they found the aviator dead.

\$5,000,000 DEAL LEADS TO EIGHT INDICTMENTS

Faxon Brothers of Chicago, With Six Others, Charged With Misuse of the Mails.

CHICAGO, April 12.—The indictments against John Faxon Jr. and his brother, William Faxon, and six other men charged with misuse of the mails in the sale of securities amounting to \$4,999,999 in a Colorado irrigation deal were announced to-day by the United States District Attorney's office here.

SAILING TO-DAY.

Madison, Norfolk, 8 P. M.

BETHLEHEM STEEL SUDDENLY SHOOTS TO NEW TOP PRICE

Runs Away to 125 Just Before Market Closes After Lively Day.

At the close of a busy but uneventful stock market to-day, during which standard stocks had maintained a steady, reliable job, that skittish fly, Bethlehem Steel, suddenly ran away again and upset the programme just as she had done last week.

Up to the last half hour Bethlehem was under strong curb, with only occasional sales around 110. She even dropped back to 107, and remained well in the rear until entering the home stretch.

Some speculative jockey then gave her a cut with the whip and the fly shot to the front, passing all the good old selling platens on the way. She flew by the 117 post that had been her limit last week and was never headed until reaching 125. Around that point she frisked so that the field ran to cover and the whole list was demoralized.

The wheel horses like U. S. Steel, Reading, Union Pacific and all the Coppers lost their headway and fell back toward lower prices of the day. The race closed with Bethlehem Steel at 124 and 125. Bookmakers who took the short end stood in danger of enormous losses. There was intense interest to find out what started the run-away and who had been squeezed.

In other respects the Stock Exchange was in order and extremely businesslike to-day. On the floor an enormous amount of securities was bought and sold. While not all of the records of last week's run were broken to-day, the volume amounted to \$73,000,000 of stock.

JEALOUS, TRIED TO HURL HIS PRETTY WIFE OVER BRIDGE, POLICE CHARGE

Boys Save Unconscious Victim by Attacking Husband in Newark.

Matthew Latimer, twenty-four, of No. 725 North Sixth Street, Newark, was jealous of his pretty wife, to whom he had been married but one year. After luncheon to-day he invited her out for a ride in his new motor car, which he said he had bought as a surprise for her.

He drove her through the shopping district and out through the parks. When they came to the Fourth Avenue bridge over the Passaic River Latimer suddenly stopped the car. The young man, it is asserted by the police, swung a powerful blow of his right fist, which struck his wife under the chin. She dropped, unconscious, against the seat rest, and Latimer, to make sure of rendering her helpless, kicked her. These allegations are part of the sworn record against the man.

Latimer seized his wife by the hair—still according to the witnesses—and dragged her to the railing, evidently intending to throw her over into the Passaic River. Four high school boys, who had seen the assault from a distance, ran up and beat Latimer so hard he dropped his wife unconscious form on the bridge while he fought.

The boys drove him back from her and were overpowering him when he drew a revolver, cocked them and jumped into his car. Still pointing the pistol, he started at a fast pace toward East Orange, leaving his wife lying half-conscious on the bridge. An alarm was telephoned to all precincts by the police.

Policeman Johnson saw the car on Wooster Street at 2:40, when he jumped aboard and drove it toward the Second Precinct and will be arraigned to-morrow.

KRONPRINZ WILHELM GAVE BRITISH THE SLIP BY A DARING RUSE

Prisoners Who Were Liberated To-day Declare They Feared One of Their Own Country's Cruisers Would Sink Kronprinz Wilhelm.

OUT RAIDING AGAIN IN TWO WEEKS, SAYS CAPTAIN

NEWPORT NEWS, April 12.—How the German merchant raider Kronprinz Wilhelm, which came into this port Sunday morning, was chased by British warships after midnight Saturday and barely escaped capture was described by officers of British merchant vessels destroyed by the Wilhelm in the South Atlantic. It was during this period that the Wilhelm is reported to have made twenty-three knots an hour.

Shortly before noon to-day the sixty-one British officers and men of the steamers Tamar and Colby were taken from the Wilhelm aboard a tug and rushed down the river to the British ship Cassandra, which sails to-day for Glasgow.

The harbor was lined with British merchant ships as the captives of the German raider were released, and as their tug steamed by hundreds of British sailors lined the decks of their ships and cheered.

When the liberated British tars reached the Cassandra's dock they tossed the remnants of their luggage aboard and danced around like schoolboys in anticipation of the trip to their native land, joyous that they had escaped death by the guns of their country's warships Saturday Saturday night.

THEY SAW ONE CRUISER AND HEARD OTHERS.

"Did we see British warships Saturday night?" said W. J. Gow, chief engineer of the steamer Colby, sunk in the South Atlantic March 27. "We certainly saw one and heard others. I saw one about midnight way off on the horizon, and she was chasing us from midnight on until we reached safely in the Virginia Capes about 3 o'clock Sunday morning."

"Of course we were all put below every night at 6 o'clock, but I could see the dark, dim outlines of the warship five or six miles distant after midnight. The Wilhelm seemed to be the faster ship, for, as the time went on, the lines of the warship grew dimmer and dimmer until she disappeared in the distance."

"Our escape to this port was marvellous. We were running with all lights out and at top speed from 5 o'clock Saturday afternoon, when she headed directly west."

"We came dangerously near being captured by British warships," said one of the sailors of the Wilhelm to-day. "We were sighted by one and they asked us for our name."

"Who are you?" they signalled. "Who are you?" they signalled. "This is a British warship. What is your name and where bound?"

"TOOK A BARGE IN TOW TO FOOL BRITISH."

"We told them we were a British vessel and bound to Havre. We had a barge standing by us just before we were sighted and we took this in tow."

"The warship flashed a signal 'Proceed.' We lost no time in casting the barge adrift and put on full speed."

For thirty hours before the Wilhelm entered the Virginia Capes her officers feared capture. They overheard wireless communication between British warships, in which latitude and longitude were given.

Capt. Thierfeldt of the Kronprinz